

CITY OF SEATTLE
ORDINANCE _____

COUNCIL BILL 117497

AN ORDINANCE relating to the Transit Corridor Projects project; removing restrictions in the 2012 Adopted Budget that limit the Seattle Department of Transportation's spending in the Mobility-Capital BCL; and revising project allocations in the 2012-2017 Capital Improvement Program.

WHEREAS, during the 2012 budget process, the City Council reduced the Transit Corridor Projects project and imposed a budget proviso restricting \$800,000 as a reserve for streetcar planning and construction with the expectation that funds would not be released until the Council is satisfied that the First Hill Streetcar project is funded and there is a funding plan for the potential Broadway Streetcar Extension; and

WHEREAS, the First Hill Streetcar project, including Occidental Station in Pioneer Square, has been approved by City Council through Ordinance 123833, authorizing execution of a construction contract; and

WHEREAS, funds are secured for the planning, environmental review, conceptual design, and grant match to complete design for the Broadway Streetcar Extension project from the following sources: Federal Transit Administration 5307 Formula funds and Local Vehicle License Fees; and

WHEREAS, potential revenues for a feasible financial plan for construction of the Broadway extension have been identified to the City Council; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The restrictions imposed by the following budget proviso limiting spending on the following items are removed because the conditions identified in the proviso have been satisfied and are no longer restrictions for any purpose.

Item	Department	2012 Green Sheet	Proviso
1.1	Transportation	#102-1-A-2	"Of the appropriation in the 2012 budget for the Seattle Department of Transportation's Mobility-Capital BCL, \$800,000 is



			appropriated solely as a reserve for streetcar planning and construction and may be spent for no other purpose. Furthermore, none of the money so appropriated may be spent until authorized by future ordinance. The Council does not intend to release these funds until: 1) The Council is satisfied that the First Hill Streetcar can be completed to Occidental Avenue South and Jackson Street without additional funding from the City; and 2) The Council is satisfied with a response from the Executive that: a. Planning and design for the potential extension to Aloha Street is funded; and b. That there is a feasible financial plan for construction of the extension to Aloha Street.”
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Section 2. The 2012 allocation and spending plan for the Transit Corridor Projects (TC366860) in the 2012-2017 Capital Improvement Program are increased by \$800,000.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.



1 Passed by the City Council the ____ day of _____, 2012, and
2 signed by me in open session in authentication of its passage this
3 ____ day of _____, 2012.

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5 _____
6 President _____ of the City Council

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8 Approved by me this ____ day of _____, 2012.

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10 _____
11 Michael McGinn, Mayor

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13 Filed by me this ____ day of _____, 2012.

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15 _____
16 Monica Martinez Simmons, City Clerk

17 (Seal)
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17 (Seal)



FISCAL NOTE FOR CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Department of Transportation	Kevin O'Neill 386-4556 Ethan Melone 684-8066	Steve Barham 733-9084

Legislation Title: AN ORDINANCE relating to the Transit Corridor Projects project; removing restrictions in the 2012 Adopted Budget that limit the Seattle Department of Transportation's spending in the Mobility-Capital BCL; and revising project allocations in the 2012-2017 Capital Improvement Program.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Transit Corridor Projects	TC366860	Citywide	ONGOING	ONGOING

Summary of the Legislation:

This legislation lifts the proviso (GS 102-1-A-2) put in place via the 2012 Adopted Budget. The proviso reserved \$800,000 in the Mobility-Capital BCL for streetcar planning and construction with a restriction on the spending of those dollars.

The legislation releases the \$800,000 reserve in the Mobility-Capital BCL and allocates it in the Transit Corridor Projects. The funding release will allow SDOT to partner with Sound Transit for the planning of the Ballard to Downtown high capacity transit corridor as identified in Sound Transit's long range plan and Seattle's recently adopted Transit Master Plan.

Background:

During the 2012 budget process, the City Council reduced the Transit Corridor Projects project and imposed a budget proviso restricting \$800,000 as a reserve for streetcar planning and construction with the expectation that funds would not be released until the Council is satisfied that the First Hill Streetcar project is funded, funding is secured for the planning and design of the Broadway Streetcar Extension project, and there is a feasible funding plan for the construction of the Broadway Streetcar Extension project. The Council has been briefed on the First Hill Streetcar spending plan, including contingencies, and is satisfied that the First Hill Streetcar can be completed as planned without additional funding from the City. In addition, SDOT has identified funding for the planning and design of the Broadway Streetcar Extension and provided to Council a feasible plan for construction of the extension.



Please check one of the following:

☐ This legislation does not have any financial implications.

☒ This legislation has financial implications.

This legislation does not change SDOT's appropriation authority. It lifts an existing proviso on funding that currently exists within SDOT's appropriations from the 2012 Adopted Budget.





City of Seattle
Office of the Mayor

June 5, 2012

Honorable Sally J. Clark
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Clark:

I am pleased to transmit the attached proposed Council Bill that lifts the proviso (GS 102-1-A-2) put in place via the 2012 Adopted Budget. The proviso reserved \$800,000 in the Mobility-Capital BCL for streetcar planning and construction with a restriction on the spending of those dollars.

This legislation releases the \$800,000 reserve in the Mobility-Capital BCL and allocates it in the Transit Corridor Projects. The funding release will allow SDOT to partner with Sound Transit for the planning of the Ballard to Downtown high capacity transit corridor as identified in Sound Transit's long range plan and Seattle's recently adopted Transit Master Plan.

The Seattle Transit Master Plan analysis showed that the Ballard to Downtown corridor will have the greatest ridership of all the high capacity corridors; it is estimated that there will be 26,000 riders, including 12,500 net new riders. Lifting the proviso allows us to partner with Sound Transit to move forward and fully analyze the benefits and futures transit connections that can be made along this important corridor. Should you have any questions, please contact Kevin O'Neill at 386-4556.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

